

NEW HOMES FOR 285,000 IN THE SUBURBS WITHIN THE NEXT YEAR DETROTHED GONE

Builders Plan to House 120,000 More Persons in Brooklyn.

70,000 IN THE BRONX.

Room for 56,000 to Be Provided in Queens and 36,500 in New Jersey.

Builders in the suburbs plan to build new homes for 285,000 persons during the current year.

Brooklyn leads with 120,000. The Bronx has plans to house 70,000. Queens will start building for 56,000. Richmond will provide for 21,000. The New Jersey suburbs will make quarters for 36,500.

These totals are estimated from a comparison of building operations during the year's first quarter with those of the corresponding quarter last year, and also from the reports of builders and architects.

As the zones of east and west transit projects in Long Island and New Jersey are in the midst of a great land speculation, it is probable that the indicated totals in those sections may be surpassed by actual results of the year's construction.

New buildings in the same suburbs last year offered homes for 275,000 persons. Brooklyn built homes for 110,000, the Bronx for 72,500, Queens for 46,000, New Jersey for 26,000, Richmond for 10,000.

The increase during the present year will be confined to the Long Island and New Jersey sections. This is due not alone to the booms which are sweeping through the zones of east and west rapid transit, but also to the fact that the great construction of flat houses in the Bronx last year supplied all demands temporarily for that type of structure, and Bronx builders of this year will exert their energies in private dwelling projects. Although the number of houses to be built in the Bronx will exceed the output of last year by a large margin, the number of persons whom the new buildings are to house will be less, because the average population of a single flat-house is 45, while the average in a single private dwelling is only 45.

The indicated increase in suburban construction for the coming year proves that the houses built for 275,000 persons last year have been well filled with tenants. From all quarters there is a demand for more houses.

The steadily increasing population of the metropolis has kept pace with the extensive operations of the builders.

257,690 Housed Last Year.

In spite of the enormous output of houses in Brooklyn, there is a growing cry for still more of the same kind. Only in the Bronx flat-house districts have the needs of new population been met. And even there the halt is temporary, for builders who are in close touch with the population movements declare that the last year's output will be absorbed before the new flats can be opened for tenants.

Increase of 15 Per Cent. in Queens.

Queens Borough shows the largest percentage of new projects for the coming year. Just as it shows the most excited speculation in its land.

"From the smallest estimates of new building operations," said Carl Berger, Superintendent of Buildings in Queens, yesterday, "it is certain that 1906 will show an increase over 1905 of at least 15 per cent."

Builders in Queens have made this ratio of increase during the first quarter of the year. They have filed plans for 573 new buildings, at an estimated cost of \$2,775,000. It compares with 724 buildings, at an aggregate of \$2,136,480 during the first three months last year.

New York People Want Homes.

The character of the new construction is shown by the great preponderance of frame dwellings. It proves that the Queens movement is essentially a spreading out of New York people, who want private dwellings with quiet, homelike surroundings.

Of the 573 new building projects during the year's first quarter, 542 were for frame dwellings, calling for an outlay of \$1,610,000, 124 were for flat-houses, at an outlay of \$600,000, 53 were for detached houses, with stores in the ground floor, at an outlay of \$1,770,000, 33 were for brick dwellings, to cost \$133,500.

New Houses for 56,000 Persons.

During 1906 builders in Queens erected 275 dwellings of all kinds, at an outlay of \$6,201,500, and 728 flat-houses, at a cost of \$3,775,175. The indicated 15 per cent. increase for 1906 would make the totals for the year: 2,617 dwellings, to cost \$11,476,725, and 827 flats, to cost \$1,944,441. The new dwellings will

INVESTORS IN LONG ISLAND LOTS, Waiting for their TRAIN at Long Island City

provide homes for 16,000 persons, the new flats for 40,000.

As to the sections of special development in Queens, they are clearly defined. There are flat-house districts and private-dwelling districts.

The flat-houses are nearer Manhattan. In districts where the inflow of population is forcing development along the lines of the typical city. Ridgewood is thus largely running to flats. It is the chief flat-house center of Queens.

All Queen One Big Park.

But the 50,000 acres in that borough are very tempting to builders of private detached dwellings. The best of Queens is practically one big residential park.

Richmond Hill is developing as a high-class dwelling section. So is Morris Park. Flushing and Jamaica claim many wealthy dwelling owners. They hold a large number of high-class dwellings, but a still greater number of middle-class houses. Corona and Woodhaven are given over in a large part to middle-class homes. Houses of all classes are covering the settlements at Bayside, College Point, Whitestone, Queens, Holbrook, and other places.

That all of Queens is soon to become accessible to any kind of development in the line of homes for business men who are employed through the day in Manhattan is evident from a study of transit projects under way and projected.

In Close Touch with Manhattan.

"In five years," said General Passenger Agent Howard M. Smith, of the Long Island Railroad, yesterday, "every flat house will be closer to Wall street than is the Bronx to-day, with its existing subway. And Jamaica will be but a few minutes by express train from the main station of the Long Island Railroad."

Outside of Brooklyn, Long Island City and Queens will be the centers of new building operations. A careful investigation of the Long Island City and Queens territory during 1906. These new houses will provide homes for 20,000 persons.

Wonderful Web of New Transit.

The Long Island Railroad is hastening great rapid transit work to serve the coming movement. It has electrified ninety-six miles of track and 100 electric trains move in and out of the Flatbush Avenue station, Brooklyn, every day. The new subway, with its third-rail system to Whitestone Landing and Port Washington.

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Flushing's \$1,200,000 Deal.

When these facts are understood it is no surprise that land speculation in Queens is breaking all records for suburban development. The new flats are being built in the most desirable locations. One of the largest in the movement was closed yesterday when the Hicken Company, of New York, purchased 275 acres surrounding the Broadway Station, Flushing, including practically all the vacant land between the Broadway station and the new station, which the new station is being built on. The price was \$1,200,000.

The Broadway station will be the entire holdings of Frank Tifford and associates, consisting of 120 acres adjoining the Broadway station on the north and the entire holdings of the Hudson Realty Company, 150 acres adjoining the Broadway station on the south. The combined purchases comprise nearly all the unimproved land convenient to the Broadway station.

Tifford Foresees the Trend.

The Tifford property lies on both sides of Broadway, between the Broadway and Sanborn avenues, with frontages of 6,000 feet. It was purchased by Frank Tifford, President of the Tifford Realty Company, in 1904. It includes the Flushing tract of twenty-six acres, the Hicken tract of twenty-five acres, the Keen & Foulke tract of thirty-five acres and the triangular tract of ten acres which the new station is being erected. The Tifford tract begins at the Broadway station and extends along both sides of Broadway to thirty-second street, with Broadway frontages of 4,000 feet to Queens road on the south. The eastern end is forty blocks from the Broadway station and twenty minutes from the Thirty-fourth street ferry.

Big Records at Harlem Park.

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Some Gigantic Operations.

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